

SERVICE BULLETIN

PRIORITY 1 - SAFETY

Service Bulletin No. / Date: SB TMG 691-1001 P1, Initial Issue / November 05, 2014

Subject: Turbocharger Clamp Replacement

Type affected: All DA40 with TAE 125-02-114

Models affected: All

Classification: Category P1 – SAFETY

Time of Compliance: Within the next 50 flight hours or with the next maintenance inspection, whichever occurs first

Reason: Possible failure of the clamp during flight

Checked

M. Steinberg, CVE

Approved

M. Heinrich, Office of Airworthiness



Correction:

1. Remove the turbocharger clamp:

- Make sure that the engine is cold before starting work at the engine.
- Remove the turbocharger clamp including the inner ring and the O-rings.
- **CAUTION:** When opening of the turbocharger system, pay special attention to prevent contamination.

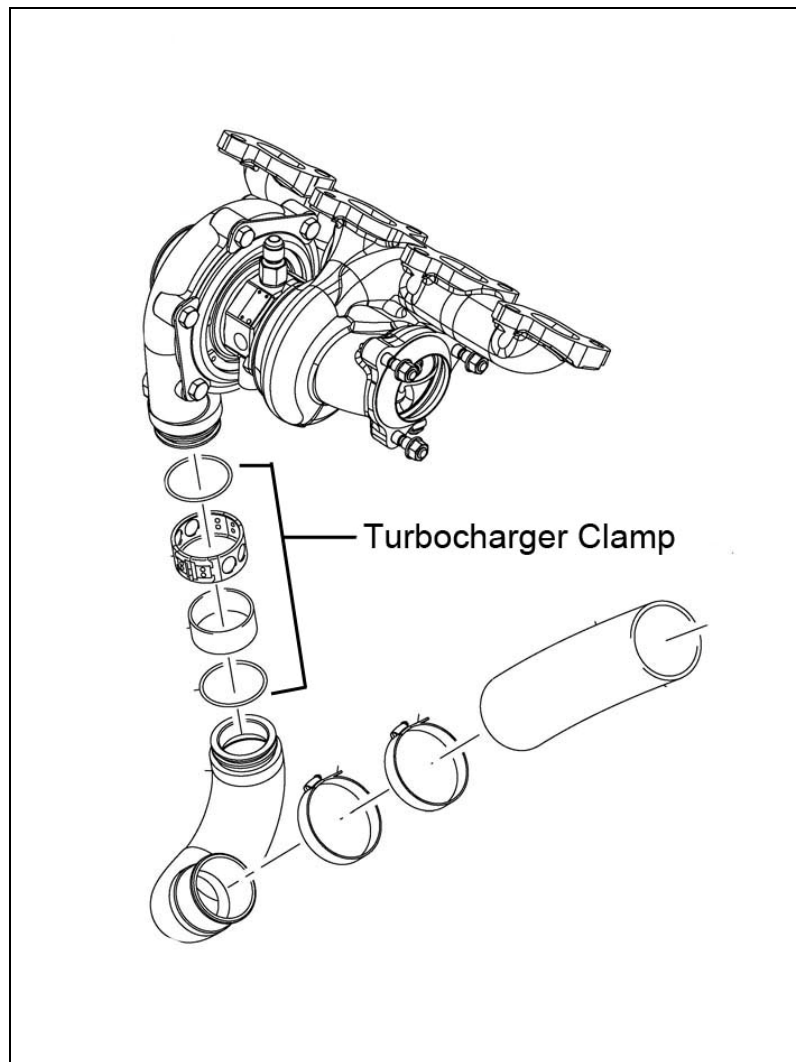


Figure 1



2. Installation of the Turbocharger Clamp (P/N 05-7241-K0216 02)

Parts:

Item	Part Number	Description 1	Description 2	Qty.
1	05-7241-K0216 02	Clamp	Installation Set	1
1.1	05-7241-K0215 02	Half Shell		2
1.2	05-7241-K0217 01	Hexagon Socket Head Cap Screw	M5x20 - 8.8 - A2J, drilled	4
1.3	NM-0000-02133 01	Wiggins fluid coupling	1 1/2", sleeve	1
1.4	NM-0000-00228 01	O-ring	37,69x3,53-Viton70SH	2

- Attach one O-ring (item 1.4) to the notch at the flange of the turbocharger.
- Attach the other O-ring (item 1.4) to the notch at the turbo pipe.
- ◆ Note: Use lubricant for installation of the O-rings and the coupling. Check correct fit.
- Connect the turbo pipe to the turbocharger and secure with the coupling (item 1.3) and the two half shells (item 1.1) using four screws (item 1.2). See Figure 2.

Tightening Torque: 8Nm

- Check if the clamp can be moved easily.
- ◆ Note: Tension at the clamp or misalignment of piping can lead to deformation or damage.
- Secure the screws with safety wire. See Figure 3.

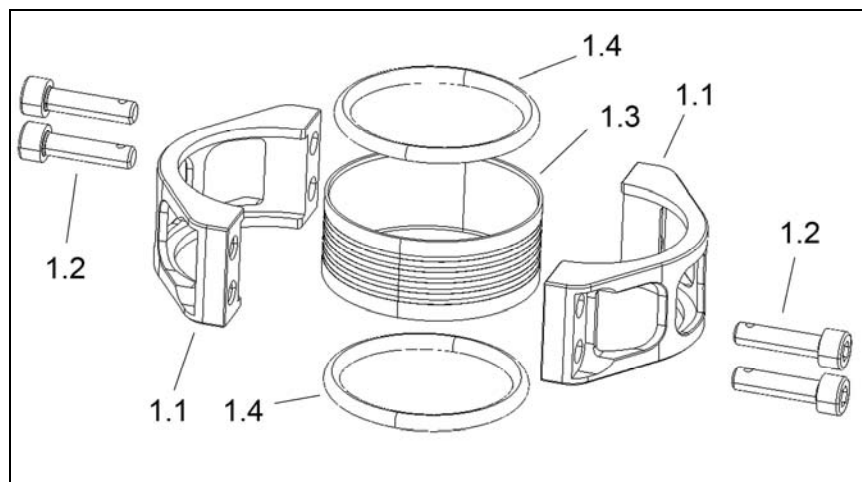


Figure 2



Figure 3

3. Engine Test Run:

- Perform an engine test run in accordance with OM 02-02.

Remarks: Through installation of the new turbocharger clamp the failure of the clamp, which can result in loss of engine power, is reduced.

Approval: The technical information contained in this document has been approved under the authority of EASA Design Organisation Approval No. EASA.21J.010.